



Aviation & Community Services Team Report

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Item 1 – Monthly Operations and Comment Report - David Van Quest.

A report (**Exhibit 1-A**) summarizing District noise and annoyance comments, response, curfew, and summarized data.

Item 2 – Monthly Flight Procedures Update - Hardy Bullock

The final contract for service with Flight Tech Engineering has been completed. The flight procedures microsite went live on June 14th. (See **Exhibit 2-B**) The FTE consultant team is making plans for an in-person visit to Truckee for the contract technical planning meeting to kickoff final design work.

This meeting is planned for July and the Board of Directors has an opportunity at that time to talk directly with the consultant team. I encourage this and support any potential dates for this activity. Please advise Kevin Smith if you hope to attend.

Item 3 –Agency Partnerships Program Status Update – Marc Lamb

To date, TTAD and the Tahoe Truckee Community Foundation (TTCF) staff have met to discuss an initial plan and have set a time frame to launch the program. The following has occurred:

1. The contract “Service Agreement” has been drawn up and vetted by both organizations. The final signature ready version is being updated by TTAD’s attorney Josh Nelson.
2. TTCF has provided proof of insurance with TTAD named as an additional insured that meets or exceeds the required insurance levels.
3. Timelines have been agreed upon and are set as follows:
 - i) Phase I - Project initiation, 4-6 weeks, by Friday, July 30, 2021
 - ii) Phase II – Project toolkit, 4-6 weeks, by Friday, September 17, 2021
 - iii) Phase III – Public Facing Process / Open to Public Q&A and application submittals, 12-14 weeks, by Friday, October 01, 2021.

Item 4 – FAA Reimbursable Agreement FTI – Hardy Bullock

The FAA requires our control tower to use secured communications lines that are directly and redundantly tied to Oakland Center, the FAA controlling authority for the airspace in and around the Truckee Tahoe Airport. Staff has secured the FAA reimbursable agreement for services thru fiscal year 2026 at a cost of

\$31,496.07. This is a budgeted item, and no expenditure is due in FY2021. The contract specifies payment in an amount of approximately \$6000/year terminating in 2026.

Item 5 – L3Harris ADSB Final Acceptance – Hardy Bullock

L3Harris and TTAD Staff have completed the final integration work for the Certified ADSB System. L3Harris has completed the delivery of data to the tower for pickup by TTAD contractor IndMex for display on the non-certified radar display terminal which controllers use for situational awareness. The final payment of \$53,970.31 was paid in early June.

Item 6 – Truckee Tahoe Soaring Association – Hardy Bullock

The Truckee Tahoe Soaring Association (TTSA) has re-signed their lease agreement with new officers, provided their required Standard Operating Procedures, issued TTAD insurance certificates, and cleared their camp areas of flammable vegetation. The season has opened, and they have met their required terms to offer commercial glider rides and instruction. Staff has audited their 2020 Community Benefit Lease and determined it has met the volunteer hour requirements for total 2020 rent payment. The current lease agreement for the aeronautical and non-aeronautical campground area expires on June 1, 2022. The Board will have an opportunity to discuss lease or alternative uses of this space in early 2022.

Item 7 – Senior Sober Graduation Event - Marc Lamb

Congratulations Class of 2021! “Project Graduation” kicked off their all-night-long safe and sober graduation festivities on Saturday, June 12, 2021, at the Truckee Tahoe Airport with just over 100 local graduates enjoying music, dancing, airplane fly overs and fireworks. After the fireworks event, graduates were bussed over to the Riverview Sports Park for more fun, and ended the celebration watching the sunrise over Donner Lake at West End Beach! TTAD helped sponsored the event through our “Community Sponsorship” program and provided airport staff and facilities. Public thanks went out to Marcy Thompson and other parent volunteers, Truckee Fire, Truckee Police, Truckee Rec and Park, TTUSD, Truckee Airport Board of Directors and Staff, Truckee Air Traffic Control, Mountain Lion Aviation, and every member of Crux Events, Silent Night Lighting, and Eastern Sierra Sweeping and each pilot who took the time to volunteer and make the night special. The night was a great example of community coming together to make a positive difference!

Item 8 – Skydive Truckee Tahoe Supercharger / Aircraft Modification Update-Hardy Bullock

Skydive Truckee Tahoe has an aircraft modification agreement on Skylane N5620B. As reported, this aircraft is not operational. Staff and District Counsel have given the operators until July 23rd, 2021, to provide an update for its anticipated use. The supercharger has been successful in reducing annoyance. Staff is actively working with Skydive Truckee Tahoe to move the flight routes around and reduce annoyance wherever possible while the lease aircraft is conducting skydive operations. Skydive Truckee Tahoe generated 2 comments in 2019, 0 comments in 2020 and 9 comments in 2021 using year to date on June 15th as the time period.

Item 9 – District Music Performance Contract with Tahoe School of Music- Hardy Bullock

Staff is contracting with Tahoe School of Music to provide music on 6-8 occasions in the terminal or grass during holidays such as Father’s Day, Independence Day, Labor Day, Native American Day, and Thanksgiving. Arts and culture enhance the airport experience and our local musicians are excited at the opportunity to play here. The cost is \$350/ performance. The performances in 2019 were a huge success.

Item 10 – Big Blue Adventure Race – Hardy Bullock

Big Blue Adventure held their annual Truckee Running Festival on June 5th. Staff issued a Community Use Permit along with our partners Truckee Donner Land Trust for participant runners to use Waddle Ranch. The trails and scenery make for an excellent event and great use of the fire-safe Waddle Ranch preserve.

Item 11 - East Martis Creek Restoration Work

The final plans and contractor selection for the Truckee River Watershed East Martis Restoration work is secured. The total project cost is \$100,000, spanning nearly 5 years of permission and environmental review activity. This work will abate legacy erosion issues on Waddle Ranch and re-align a vital access road off Waddle toward highway 267. Total payable portion in 2021 is approximately \$40,000 from the approved Land Management Plan.

Item 12 – Truckee Tower Noise R&I

Truckee Tower manager Larry Finney prepared the attached brief as a routine reminder to the controller regarding noise abatement procedure importance. Use of the calm wind runway is increasing based on work from the tower controllers. This is an informational item to provide Board visibility to the work actively occurring within the tower operation to reduce noise and annoyance. See **Exhibit 12-C**.

Item 13 - Truckee Tower and FAA Route of Flight

Monday, June 14, 2021, is the first day of the FAA Coordinated Traffic Management Plan for KTRK. This plan is a coordinated effort to align inbound aircraft over DLANI intersection over Lake Tahoe for runway 29 entry. This activity is a result of completed surveillance volumes using our new ADSB system. Tower Manager Larry Finney, Staff, National Air Traffic Controllers Association, and the Regional Traffic Manager Unit has concluded the integration flow and aircraft flying IFR will be “goal posted” into the arrival structure. This work marks a long effort to align jets on a path that mitigate overflight and annoyance while supporting new flight procedures.

Noteworthy

- **Successful launch of new Airport Community Team group and collaborative first meeting.**
- **Staff participated in Truckee Day Clean-Up around the Airport.**
- **Live launch of Flight Procedures microsite.**
- **Extensive pilot and hangar tenant outreach to inform of operational restrictions related to Taxiway construction.**
- **Completion of quarterly “Connected” mailer that will be received by 21,000+ households this month.**
- **David Van Quest flew his first solo flight at KTRK!**

Attachment to This Report

Exhibit 1-A Monthly Operations and Comment Report

Exhibit 2-B Flight Procedures Work Plan & Progress Report

Exhibit 12-C Truckee Tower Noise R&I



May 2021 Operations & Comments Report

Operations

- 3,023 operations: a 64% increase from May 2020 and a 44% increase from May 2019
- COVID-19 was a factor for the large increase in traffic from May, 2020
- Truckee ATC counted 369 IFR operations during tower operational hours (07:00—19:00 local)
- Friday, May 28 was the busiest day of the month with 279 operations including 88 touch and go's
- GTX G-1000 Flight Simulator flown 15 hours
- 662 touch and go's. Heavy month for flight training.

Exhibit 1: May Operations by Type — 3 Years					
	2019	2020	% Change	2021	% Change
Helicopter	94	42	-2%	107	155%
Jet	197	297	51%	332	12%
Piston	1,014	1,218	20%	1995	64%
Turboprop	196	288	47%	430	49%
Gliders	96	0	N/A	159	N/A
Total	1,697	1,845	9%	3,023	64%

Exhibit 2: May Comments by Type — 3 Years					
	2019	2020	Ops per Comment	2021	Ops per Comment
Helicopter	0	2	21	3	36
Jet	6	29	10	14	24
Piston	25	34	36	43	46
Turboprop	4	4	72	10	43
Total	35	69	27	70	43

Comments and Households

- 28 households, up from 26 in May 2020
- 70 comments, up from 69 in May 2020
- 4 new households this month
- The most comments from a single household was 15
- 50% of comments came from 4 households

Top 5 Commercial Operators

1. **Sierra Aero** 499 operations
2. **Mountain Lion** 356 operations
3. **Skydive Truckee Tahoe** 160 operations
4. **Soar Truckee** 80 tow-plane operations
5. **SurfAir** 60 operations

Voluntary Curfew Deviations 10 pm — 7 am

- 30 Non - EMS operations
- 1 jet, 27 pistons, 2 turboprops
- 4 EMS operations: all helicopters
- 11 operations by student pilots doing night training required for private pilot license
- No hangar tenant Fly Quiet violations

Top 5 Region Origins*

1. **Bay Area** 301 arrivals
2. **Western States (NV to CO)** 109 arrivals
3. **Southern California** 106 arrivals
4. **Sacramento Area** 51 arrivals
5. **Central California** 30 arrivals

*Count is taken from filed flight plans and based on top 224 airport origins that visited KTRK in 2020

Exhibit 3: May 2021 Voluntary Curfew Operations									
	10pm	11pm	12am	1am	2am	3am	4am	5am	6am
Arrival		11	1					1	2
Departure	7								8

Exhibit 4a: May 2021 Noise Comment Heat Map (5 mile radius)

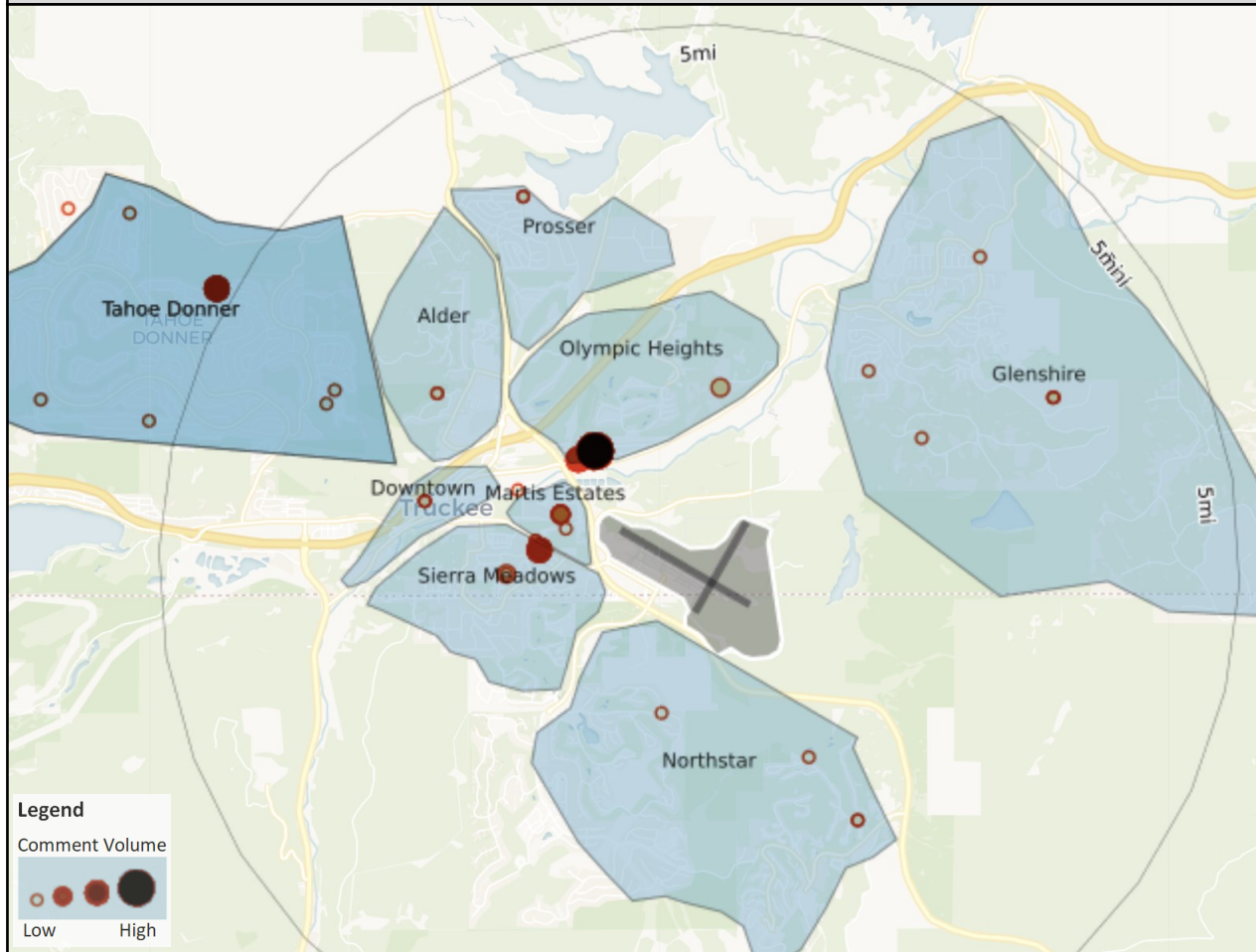
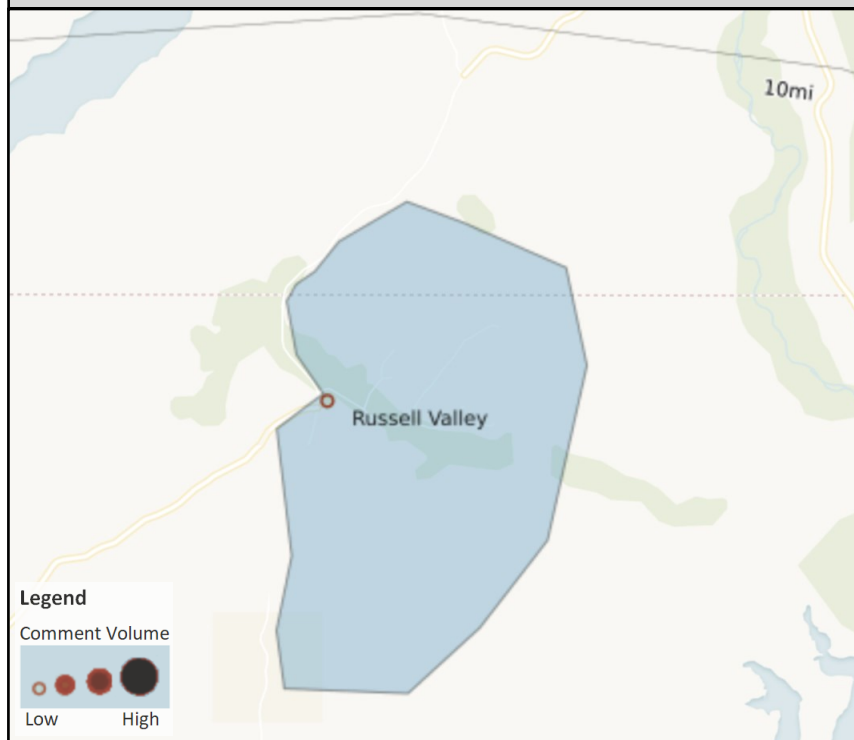


Exhibit 4b: May Noise Comment Heat Map (Russell Valley)



GOAL: Focus on advancing flight procedure work to FAA design process. Have monthly progress updates and appropriate public outreach with the eventual goal to publish procedures diversifying arrival and departure options for Air Traffic Control and aircraft operators. **GREEN:** Indicates Task ON or AHEAD of Schedule as of June 14, 2021.

Work Plan	Action Steps	Timeline
(1) Develop scope of work and receive vendor/consultant proposal and cost.	<ul style="list-style-type: none"> • Solicit Proposal from Vendor to do design work for submission to FAA. • Approve scope of work, cost, and Flight Tech Engineering tasks and deliverables. 	<p>Q1</p> <p>Q2</p>
<p>(2) Execute contract to design/build arrival and departure procedures.</p> <ul style="list-style-type: none"> a. Verify final design. b. Verify criteria and obstacles. c. Discuss with FAA offices, tower, and airport. Board and Staff. d. Submit to the FAA for Approval 	<ul style="list-style-type: none"> • Prepare Initial IAP Concept Including Design Workspace • Prepare FAA RAPT Submission Paperwork & Submission to FAA AFS • Submit WAAS Channel Request • Complete Environmental Pre-screening • Prepare CATEX filing to FAA Environmental • Non-Approved Criteria Waiver consultation w/ AFS • NFDC Waypoint Request (new reservation or modification) • Final IAP Procedure Development based on ATC/AFS/PRB coordination • Complete 8260-1, 7A, 9 Forms for IAP • Complete 8260-15 Forms for Departure • Prepare TARGETS workspace for FAA validation • Complete 8260-2 Radio Fix and Holding Data Records for IAP/DP • Package Submission: Create IAP Overlay & Obstacle Maps • Package Submission: Prepare Flight Inspection Graphic (FLIP) • Package Submission: Prepare ARINC 424 package (8260-10 & ARI File) 	<p>Q3 & Q4</p>

(3) Public Awareness and Outreach	<ul style="list-style-type: none"> • Publish FP Micro site 	Q2 June 14,2021
(4) Board Update of Final Approval	<ul style="list-style-type: none"> • Confirmation of FAA adoption of final alignment 	2022 or 2023
(5) Community Outreach for final alignment	<ul style="list-style-type: none"> • Confirmation of Board adoption of final alignment • Outreach feedback loop • Public dialogue and meetings 	2023
(6) Adoption and Implementation of new FP	<ul style="list-style-type: none"> • Letter of Agreement with Oakland Center and NorCal Approach 	2023 or 2024
(7) Tower Training and SOP Adoption	<ul style="list-style-type: none"> • Train and modify procedures for tower controllers to diversify runway use with new FP 	2023 or 2024

TRK Tower

Pre-Shift Operational Information

Date: May 28, 2021

Subject: Monthly NAP Refresher Training

As an ongoing effort to assist the Airport with their Noise Abatement Program (NAP), I have attached the April 2021 Operations and Comment Report that was reviewed by the Airport Board of Directors at the May 26 board meeting. In addition, I have attached a Runway Utilization Report for the period of December 15, 2020 – April 15, 2021.

Hardy presented the runway 29 VFR runway heading test proposal to the Board at the May 26 meeting. The Board asked a few questions and approved testing the procedure. I will post an R&I item as soon as we agree on a start date. In the meantime, please continue to use the Bypass departure.

As a reminder, jet arrivals from the north should get an at or above 7500' restriction until overhead the airport. Jet traffic on a left downwind should get an at or above 7500' restriction until abeam the runway 29 numbers (turning base).

With an anticipated increase in the use of runway 20, please route aircraft landing runway 20 from the north over the truck scales to avoid over flight of the Glenshire Ridge area. This does not apply to aircraft on the RNAV-20 approach.

As you can see in the runway utilization report, our efforts to use calm wind runways did not go unnoticed. In calm winds, operations on the calm wind runways (RWY11, 20, and 2) increased significantly and runway 2 departures increased by 340%! The Airport General Manager, Kevin Smith, and Hardy appreciate our efforts in reducing community noise and annoyance.

Continued emphasis on applying current noise abatement procedures is essential to assisting the Airport, however, safety is always our number one priority.

Thank you all for your efforts!

AK - _____

LF - _____

SI - _____

EH - _____

SE - _____

TD - _____